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PHOTOGRAPHIC INTERPRETATION REPORT

PEI-CHING AIRFRAME PLANT
CHINA

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JULY 1966
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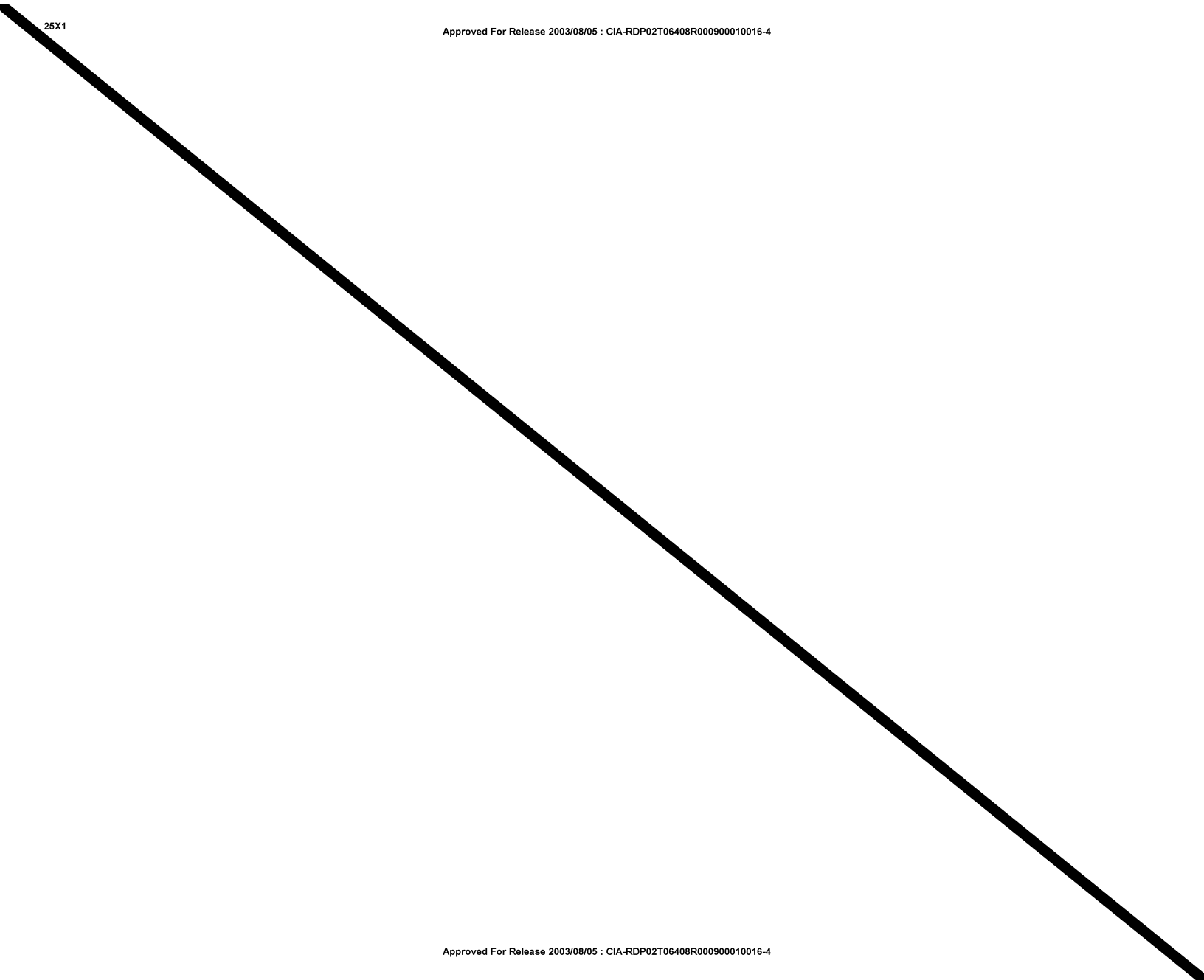

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PHOTOGRAPHIC INTERPRETATION REPORT

PEI-CHING AIRFRAME PLANT
CHINA

JULY 1966

NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER

SUMMARY

Developments at the Pei-ching Airframe Plant observed on recent photography indicate that the plant is probably associated with the Chinese missile program. This is evident from the construction of a probable vertical assembly building and a probable hydrostatic test tower and from the presence at the plant of 3 long rail cars (measuring approximately [redacted] identified on photography of [redacted] During the period [redacted] to [redacted] the plant was almost tripled in size, its floorspace having been increased from approximately 1.3 million to more than 3.8 million square feet. Construction is continuing at a fast rate, and space available for expansion is virtually unlimited. Expansion of the airframe plant has been concurrent with construction of the Chang-hsin-tien Missile Development and Test Center, 11.5 nautical miles to the west.

INTRODUCTION

The purpose of this report is to describe in detail the Pei-ching (Peiping) Airframe Plant and to explore possibilities that it may be associated with missile production in connection with the Chang-hsin-tien Missile Development and Test Center.

Pei-ching Airframe Plant (39-48N 116-25E, [redacted] is located 7.5 nautical miles (nm) south of the center of Pei-ching, China, and 11.5 nm east of the Chang-hsin-tien Missile Development, and Test Center [redacted] It is situated at the northeast end of the Pei-ching/Nan-yuan Airfield [redacted] and is served by a network of rail spurs and good all-weather roads (Figures 1 and 2). Electric power is probably supplied by Pei-ching Heat and Powerplant TETS which is located on the east edge of Pei-ching.

The first photographic coverage of the Pei-ching Airframe Plant was obtained in [redacted] It was again photographed in [redacted] after which there was a gap in the coverage until [redacted] There was another gap that lasted until [redacted] Since then, photographic coverage has been obtained at fairly

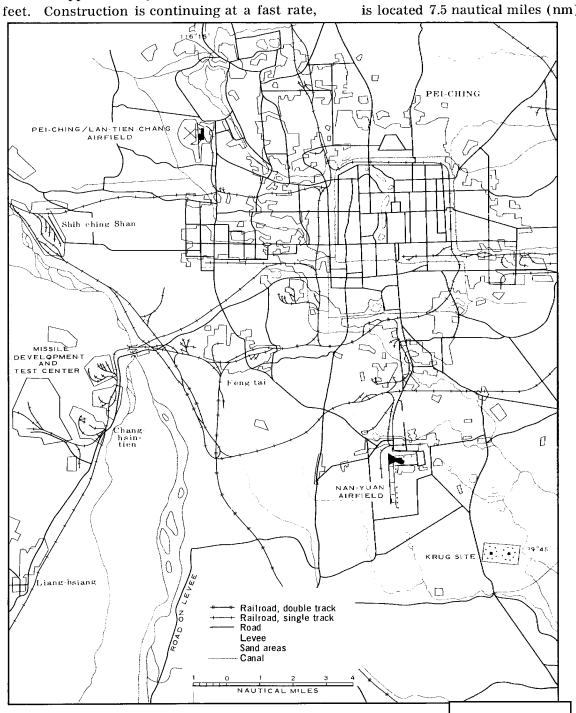


FIGURE 1. LOCATION MAP.

FIGURE 2. PEI-CHING AIRFRAME PLANT AND VICINITY, [redacted]

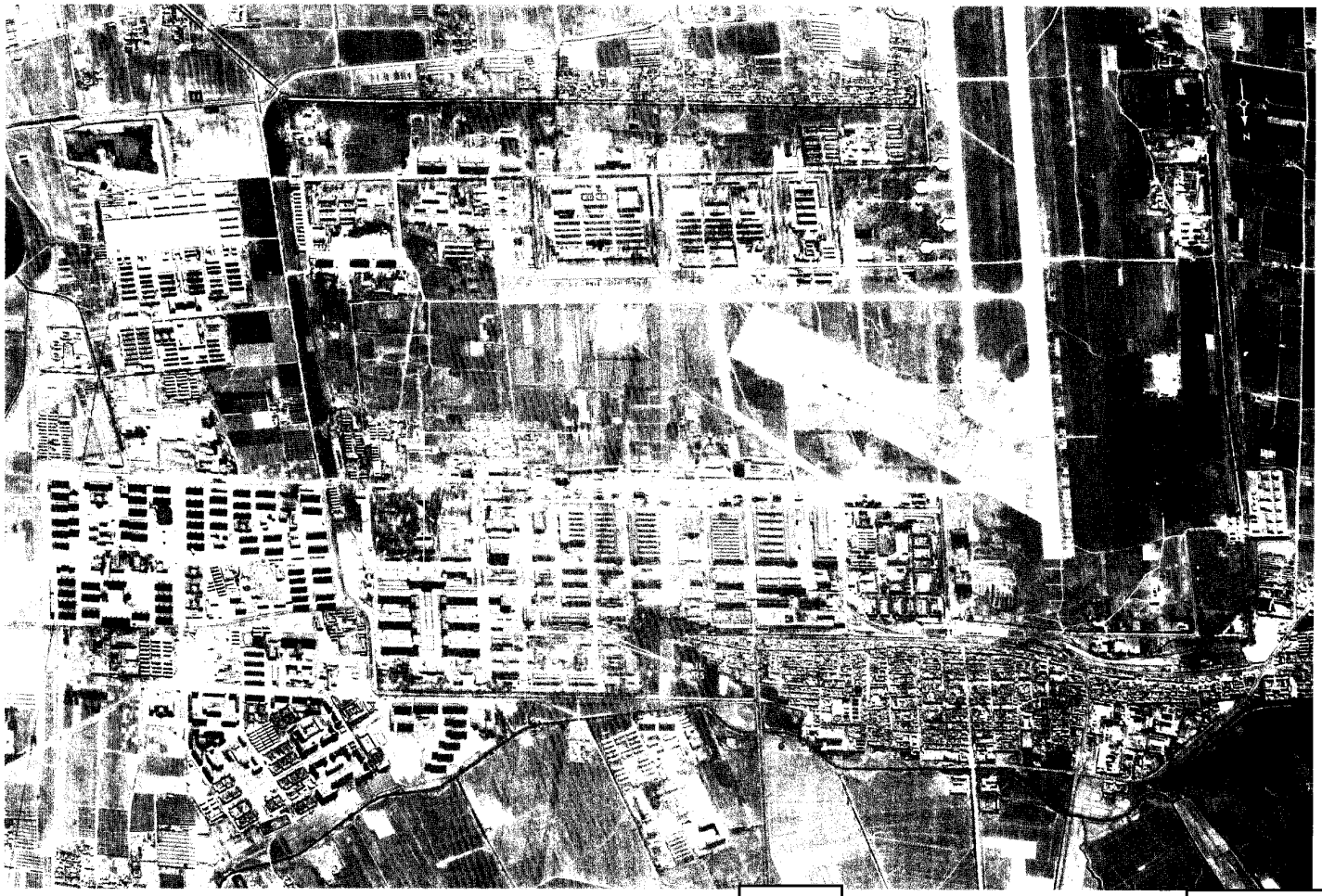


FIGURE 3. THE PEI-CHING AIRFRAME PLANT, [redacted]

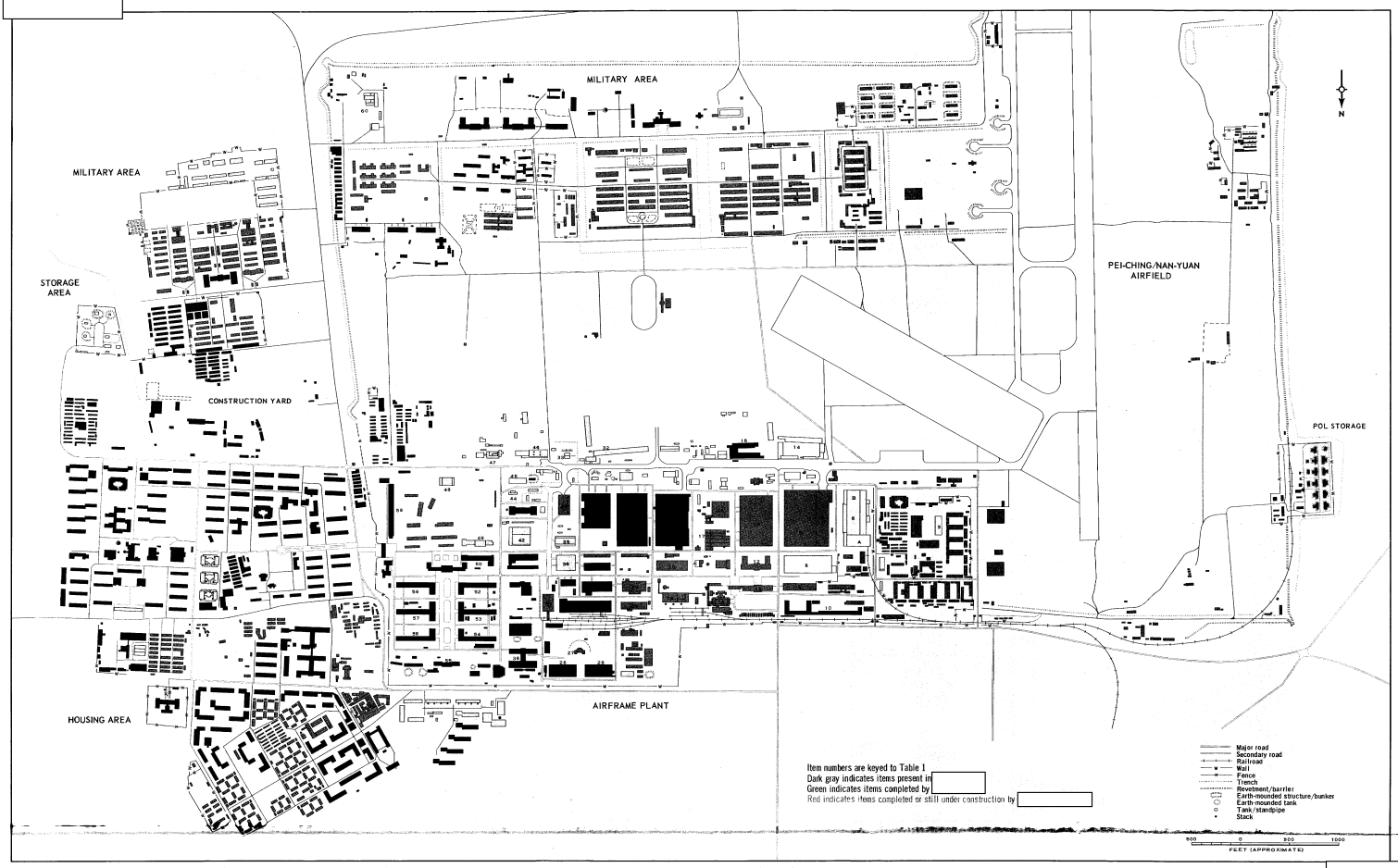


FIGURE 4. THE PEI-CHING AIRFRAME PLANT.

Table 1. Descriptions and Facilities of the Pei-ching Airframe Plant
(Item numbers appear on Figure 4)

Item	Description	Dimensions (ft)	Floorspace (sq ft)
1	Repair hangar	165 x 135	22,275
2	Repair hangar	165 x 140	23,100
3	Workshop	195 x 60	11,700
4	Workshop	190 x 75	14,250
5	Workshop	215 x 100	21,500
6	Assembly bldg Section A, high-bay Section B, low-bay	265 x 125 x 80h Irregular 70h	33,125 111,505
7	Assembly bldg Section A, high-bay Section B, low-bay	570 x 110 x 50h 570 x 330 x 33h	62,700 188,100
8	Workshop/assembly bldg	470 x 195 x 80h	91,650
9	Workshop	325 x 70	22,750
10	Warehouse	Irregular	38,900
11	Administration bldg, 3-story	370 x 50	46,500
12	Administration bldg, 3-story	Irregular	85,100
13	Machine shop/workshop	515 x 330 x 40h	169,950
14	Warehouse	Irregular	34,800
15	Warehouse	Irregular	32,150
16	Repair hangar	170 x 165	28,050
17	Workshop	Irregular	34,025
18	Storage/support bldg	Irregular	23,750
19	Steamplant	--	--
20	Machine shop/workshop	315 x 105	33,075
21	Assembly bldg Section A, high-bay Section B, low-bay	530 x 75 x 50h 530 x 250	39,750 132,500
22	Assembly bldg Section A, high-bay Section B, low-bay	535 x 75 x 50h 535 x 225	40,125 120,375
23	Foundry/forge	Irregular	29,050
24	Warehouse	260 x 70	18,200
25	Warehouse	275 x 125	34,375
26	Warehouse	275 x 125	34,375
27	POL storage facility	--	--
28	Transshipment bldg	Irregular	60,700
29	Foundry	300 x 95	28,500
30	Workshop	260 x 85	22,100
31	Assembly bldg Section A, high-bay Section B, low-bay	355 x 85 x 60h 355 x 175	30,175 62,125
32	Warehouses (2)	Various	43,500
33	Possible horizontal test bldg	55 x 55	3,025
34	Workshop	200 x 120	24,000
35	Workshop	195 x 105	20,475
36	Foundry	185 x 170	31,450
37	Transshipment bldg	185 x 110	20,350
38	Storage/support bldg	Irregular	35,950
39	Workshop	215 x 120	25,800
40	Workshop	Irregular	20,900
41	Warehouse	Irregular	34,000
42	Probable vertical assembly bldg	225 x 205 x 125h	46,125
43	Possible laboratory	Irregular	18,900
44	Probable hydrostatic test tower base tower	 85 x 55 45 x 50 x 110h	
45	Workshop	185 x 55	10,175
46	Workshop	Irregular	22,750
47	Workshop	Irregular	13,450
48	Workshop	140 x 85	11,900
49	Laboratory/engineering bldg, 3-story	Irregular	48,600
50	Laboratory/engineering bldg, 4-story	Irregular	62,100
51	Probable administration bldg, 4-story	Irregular	85,100
52	Laboratory/engineering bldg, 4- and 5-story	Irregular	103,250
53	Laboratory/engineering bldg, 4- and 5-story	Irregular	122,000
54	Laboratory/engineering bldg, 4- and 5-story	Irregular	95,250
55	Probable administration bldg, 3-story	265 x 45	33,885
56	Laboratory/engineering bldg, 4- and 5-story	Irregular	95,250
57	Laboratory/engineering bldg, 4- and 5-story	Irregular	122,000
58	Laboratory/engineering bldg, 4- and 5-story	Irregular	103,250
59	Warehouse	Irregular	24,325
60	Probable aircraft engine test bldg, under construction	Irregular	Incomplete
	Total floorspace of numbered bldgs		3,054,905
	Total floorspace of unnumbered bldgs		826,360
	Total plant floorspace		3,881,265

regular intervals; however, the quality of the photography has varied considerably.

This airframe plant was formerly identified as the Pei-ching Aircraft Repair Shop Nan-yuan [redacted], and it probably also served as an air force supply depot. By [redacted] the plant had been expanded to contain facilities for both aircraft assembly and major repair. It was apparent in [redacted] that a second expansion program was beginning. In conjunction with this program some of the older aircraft repair facilities were removed.

AIRFRAME PLANT FACILITIES

The entire installation under consideration includes the airframe plant, housing and military areas, and Pei-ching/Nan-yuan Airfield (Figures 3 and 4). Since the airframe plant is of primary interest, functional descriptions and dimensions of its principal facilities are presented in Table 1 in which the item numbers are related to those on Figure 4.

Major facilities included in the Pei-ching Airframe Plant are assembly buildings, machine shops, workshops, forges, foundries, laboratory/engineering buildings, administration buildings, a transshipment building, and a steamplant. Facilities of particular interest which are described in detail in the following paragraphs are a probable vertical assembly building (item 42, Figure 4), a probable hydrostatic test tower (item 44), a small possible horizontal test building (item 33), and a probable aircraft-engine test building (item 60). The first 3 or these items are annotated on the photography, Figure 5. Other facilities include hangars, 3 POL storage areas, warehouses and other storage buildings, support and service buildings, and temporary structures as well as several unidentified facilities. Three long rail cars, each measuring approximately [redacted] were present on rail spurs serving the large transshipment building (item 28) on [redacted] (Figure 3).

The probable vertical assembly building (item 42, Figure 4) has overall measurements of 225 by 205 feet. This large, high-bay building and other facilities in its immediate vicinity are shown on Figures 5 and 6. The building is in 4 parts designated Sections A, B, C, and D as shown in an inset on Figure 6 which also carries the dimensions of each section. Section A probably contains instrumentation and engineering office space, and the function of Section B is probably similar to that of Section A. Section C probably serves as a working area and for components assembly. The high-bay part, Section D which is approximately 125 feet high, is probably used for vertical assembly and checkout.

The probably hydrostatic test tower (item 44, Figure 4) is in 2 parts, a low base section and a tower section. The base section measures 85 by 35 feet, and the tower section, which is approximately 110 feet high, has a flat roof measuring 45 by 30 feet. The tower is in an offset position on the south side of the base section. A narrow access or door extends almost to the top of the tower on its south side. This building is annotated on Figure 5 and is the tall structure seen near the middle of the drawing, Figure 6.

Both the probable vertical assembly building (item 42) and the probable hydrostatic test tower (item 44) appeared to be in an early stage of construction in [redacted] and both were apparently completed by [redacted]

The possible horizontal test building (item 33, Figure 4) measures 55 by 55 feet and is equipped with an almost vertical blast-deflector (Figure 5). The deflector is constructed of banked soil with a concrete facing and is divided into 2 sections, a probable indication of the presence of 2 small test cells. This building is annotated on Figure 5 and is the small, square building with a blast deflector farthest to the left in the perspective drawing, Figure 6. It was constructed between [redacted] 25X1

The probable aircraft engine test building (item 60, Figure 4) is located southeast of the main plant area. The building was first observed under construction in [redacted] and was nearing completion in [redacted] This building contains 2 L-type engine test cells measuring 105 by 25 feet and 90 by 25 feet, respectively. It also contains a control and instrumentation section measuring 100 by 45 feet, an engine servicing and inspection section measuring 135 by 40 feet, and a probable storage and administrative section measuring 90 by 30 feet. An underground

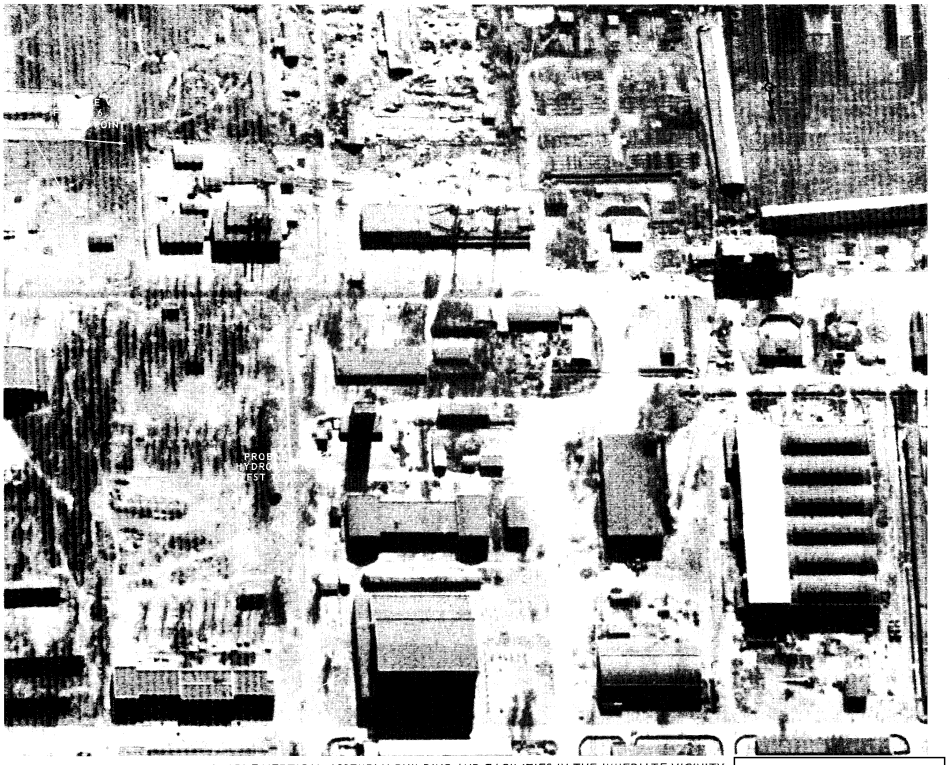
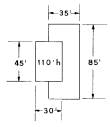
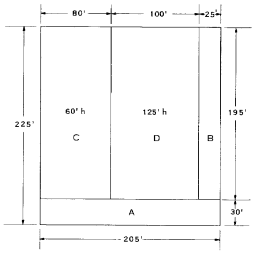


FIGURE 5. THE PROBABLE VERTICAL ASSEMBLY BUILDING AND FACILITIES IN THE IMMEDIATE VICINITY, [redacted] 25X1



PROBABLE
HYDROSTATIC
TEST TOWER



PROBABLE VERTICAL ASSEMBLY BUILDING

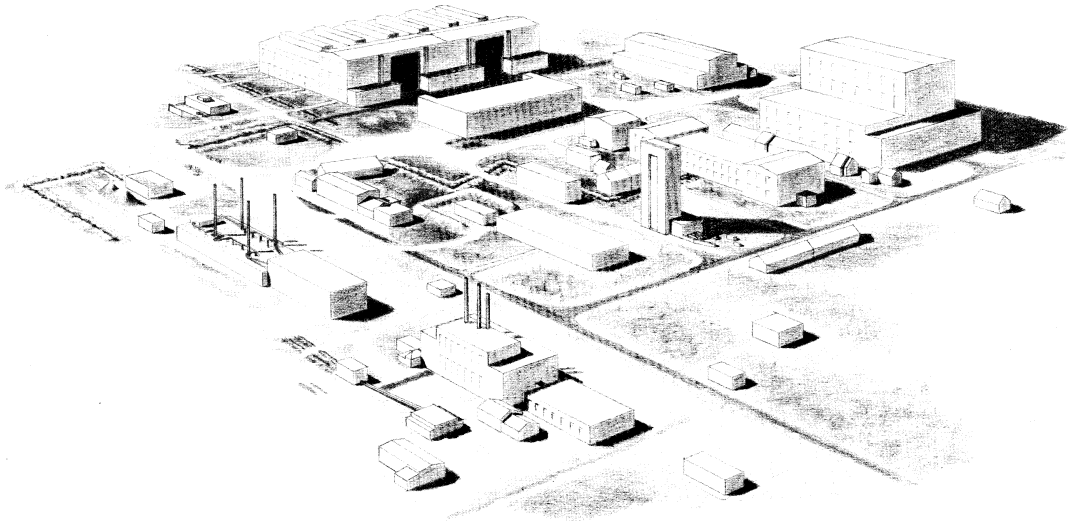


FIGURE 6. PERSPECTIVE DRAWING OF THE PROBABLE VERTICAL ASSEMBLY BUILDING AND FACILITIES IN THE IMMEDIATE VICINITY.

fuel storage and pumping facility is under construction adjacent to the southeast side of the building; this facility will probably be connected to the test cells by pipeline.

The airframe plant includes among its facilities 7 large single-story buildings of which 5 have high-bay sections. These 5 buildings (items 6, 7, 21, 22, and 31) are identified as assembly buildings. One of the other 2 buildings is a machine shop (item 13), and the other is probably a combination workshop and assembly building (item 8). Two of these 7 buildings were added to the plant between (items 7 and 13); 3 were completed by (items 21, 22, and 31) and 2 were added between items 6 and 8).

A complex of 10 multistory buildings in the northeast corner of the plant (items 49 through 58) account for a large portion of the plant's total floorspace. Eight are identified as laboratory/engineering buildings, and 2 are probably administration buildings (items 51 and 55). Construction of this group of 10 buildings began in 9 were completed by , and the other building (item 49) was added between and

The functions of some of the airframe plant facilities have not yet been determined. Among the unidentified facilities are some of the buildings located in the immediate vicinities of the probable vertical assembly building (item 42) and the probable hydrostatic test tower (item 44), the section of the plant shown on Figures 5 and 6. Since various facilities in this area were still under construction when seen on the latest photography, future photography should reveal progress which may provide a clue as to function.

has been a period of rapid expansion during which the amount of floorspace of the airframe plant was almost tripled -- from approximately 1.3 million to more than 3.8 million square feet.

SECURITY

The security system for this installation apparently has not been completed. An earthen barrier encloses the airfield and the west and south sides of the plant (Figure 4). The east and north sides of the plant are fenced, and part of the north side is double fenced. No guard towers are observed in the plant area, but all accesses have control points.

HOUSING

The airframe plant is supported by a large housing area located immediately east of the plant (Figure 4). The housing consists of 112 large multistory apartment-type units, at least 100 small single-story housing units, 5 large dining halls, 5 multistory administration buildings, a probable hospital, numerous storage and support buildings, and recreation facilities. A large construction yard is located adjacent to the housing area. Construction of the housing was accomplished almost entirely between

MILITARY AREAS

Two large military areas have been identified (Figure 4) which are probably associated with the Pei-ching Airframe Plant. The larger of the 2 areas, located within the confines of the plant along its southern side, contains approximately 210 buildings including barracks, administration buildings, a probable hospital, support and storage buildings, and workshops. Twelve of the storage buildings are revetted. The other military area, which is located just south of the housing area, contains approximately 120 buildings including barracks, administration buildings, support and storage buildings, a motor pool, and a figure-8 driver training course. A fenced storage area containing 4 heavily revetted buildings and 3 support buildings is located adjacent to the smaller military area; this storage area was constructed between

The Pei-ching/Nan-yuan airfield (Figures 3 and 4) is probably both a military and a flyaway field. The airfield has a 9,500-foot runway, 190 feet wide, oriented in a north/south direction. The runway is served by a full-length parallel taxiway with 4 crossovers, parking and assembly aprons, and 24 revetted hardstands. A taxiway connects the north end of the runway with the airframe plant. Forty-one FAGOTS, 1 FARMER, 1 CAB, 1 COLT, and 3 BEAGLE aircraft were observed at the airfield on photography of

CONCLUSIONS

The Pei-ching Airframe Plant presently contains sufficient floorspace to produce aircraft and to repair aircraft as well as to produce missile airframes and missile components and to conduct research and development. The presence of long rail cars and various new facilities described in this report suggest that missile production probably is taking place. The period during which a rapid expansion of the airframe plant took place corresponds to the period during which construction and development of the Chang-hsin-tien Missile Development and Test Center with its 3 vertical rocket engine test stands also took place. These simultaneous expansion and construction programs suggest an association between the 2 installations. A study of the area shows that transportation between them can easily be effected by air, road and rail. Only air transportation would be limited since Liang-hsiang Airfield located 4 nm south of the Chang-hsin-tien installation is a small sod landing field.

a rail line was under construction to connect the eastern part of Pei-ching and its southern industrial areas with the western Pei-ching rail system. This rail line (Figure 1) probably entered service in the latter part of 1962. Prior to the completion of this rail line, rail traffic from the plant would have been routed through the city of Pei-ching. Such traffic from the plant has been rerouted and now can only move westward on the new line. A junction of the new rail line with the rail line from the plant was constructed in the form of a wide sweeping arc, and the tracks leading from the point of junction to Pei-ching were removed.

REFERENCES

MAPS OR CHARTS

AMS. China, Series L500, Sheet NJ50-2, 1st ed, Apr 62, scale 1:250,000 (UNCLASSIFIED)

REQUIREMENT

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